



## A BILL FOR AN ORDINANCE

TO AMEND CHAPTER 21, REVISED ORDINANCES OF HONOLULU 1990, AS AMENDED (THE LAND USE ORDINANCE), RELATING TO INTERIM PLANNED DEVELOPMENT PERMITS FOR TRANSIT-ORIENTED DEVELOPMENT WITHIN CLOSE PROXIMITY TO FUTURE RAIL STATIONS.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to amend the provisions of the Land Use Ordinance pertaining to the Interim Planned Development Transit Permit in the future Transit-Oriented Development Special District areas. The amendments will clarify the standards for community benefits, such as affordable housing and open space, and include slight changes for other elements of the permit, including permitted uses, landscaping in public open spaces, and flexibility for signage. These changes will streamline and strengthen the existing permit procedures and development standards.

SECTION 2. Section 21-9.100-5, Revised Ordinances of Honolulu (ROH) 1990, as amended ("Interim planned development – transit (IPD-T) projects"), is amended as follows:

"Sec. 21-9.100-5                      Interim planned development – transit (IPD-T) projects.

The purpose of the IPD-T permit is to provide opportunities for creative, catalytic redevelopment projects and public housing projects within the rail corridor that would not be possible under a strict adherence to the development standards of this chapter prior to the adoption of the TOD neighborhood plans or amendments to this chapter relating to the future TOD zones (special districts), or both.

Qualifying projects must demonstrably exhibit those kinds of attributes that are capable of promoting highly effective transit enhanced neighborhoods, including diverse employment opportunities, an appropriate mix of housing types, support for multi-modal circulation, and well-designed publicly accessible and usable spaces. Flexibility may be provided for project uses, density, height and height setbacks, yards, open space, landscaping, streetscape improvements, parking and loading, and signage when timely, demonstrable contributions are incorporated into the project benefiting the community, supporting transit ridership, and implementing the vision established in Section 21-9.100-4.

Reflective of the significance of the flexibility represented by this option, it is appropriate to approve projects conceptually by the legislative review and approval prior to a more detailed administrative review and approval by the department. For the purpose of this section, "public housing project" means a residential or mixed-use



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development with a significant affordable housing component undertaken by the Hawaii Public Housing Authority or other state or city agency that develops public housing, their lessee, or their designated developer pursuant to a partnership or development agreement.

Prior to the adoption of TOD special district standards, proposed development on sites with at least portions of an eligible zoning lot that are within no more than one-half mile of a future rail station identified in the Honolulu Rail Transit Project (H RTP) Environmental Impact Statement (EIS), accepted by the Governor of the State of Hawaii on December 16, 2010, and any future supplemental EISs for the project, may qualify for an IPD-T permit in the interim, subject to the following:

(a) Eligible zoning lots. IPD-T projects may be permitted on zoning lots that meet the following standards:

- (1) Where a draft or approved neighborhood TOD plan exists for the area, the site must be included in the maps and figures showing the proposed or anticipated special district in the plan. Where a neighborhood TOD plan has not yet been adopted by the city council, the maps and figures included in the most recent version under consideration by the department or the council, commencing with the first public review draft released by the director to the community for review and comment, shall be used to determine eligibility;
- (2) Where there is no TOD Plan for a station area, a [A] portion of the zoning lot shall be within a one-half-mile radius of a planned H RTP station, as approved by the Honolulu Authority for Rapid Transportation. For purposes of this section, the minimum distance requirement shall be measured as the shortest straight line distance between the edge of the station area and the zoning lot line(s) of the project site; or
- (3) For public housing projects, [the distance may be extended to include] a portion of a zoning lot shall be within a one-mile radius of a planned H RTP station. This is applicable to station areas with and without a neighborhood TOD plan;

~~[(2)]~~(4) The minimum project size shall be 20,000 square feet. Multiple lots may be part of a single IPD-T project if all of the lots are under single owner and/or lessee holding leases with a minimum of 30 years remaining in their terms. Multiple lots in a single project must be contiguous, provided that lots that are not contiguous may be part of a single project if all the following conditions are met:



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- (A) The lots are not contiguous solely because they are separated by a street or right-of-way, such that if the street were removed, the lots would be adjacent to each other; and
- (B) Each noncontiguous portions of the project, whether comprised of a single lot or multiple contiguous lots, shall have a minimum area of [20,000] 10,000 square feet.

When a project consists of noncontiguous lots as provided above, pedestrian walkways, improved streetscapes, or functional design features connecting the separated lots are strongly encouraged to unify the project site. Multiple lots that are part of an approved single IPD-T project shall be considered and treated as one zoning lot for purposes of the project, [provided that] and no separate conditional use permit-minor for a joint development of multiple lots [shall be] is required [therefor];

[(3)](5) The project site shall be entirely in the state-designated urban district;

[(4)](6) All eligible zoning lots shall be in the apartment, apartment mixed use, business, business mixed use, resort, industrial, or industrial-commercial mixed use districts; except that this subdivision shall not apply to landscape lots, right-of-way lots, or other lots utilized for similar utilitarian (infrastructure) purposes; and

[(5)](7) The TOD special district will be established incrementally, with station areas being added to the TOD special district as city council approves the neighborhood TOD plans and the subsequent special district regulations are added to this chapter to reflect each station area. Upon the [enactment] establishment of [a] the TOD special district and its related development regulations, all zoning lots within [that TOD special district] the station areas that are added to the TOD special district shall no longer be eligible for this interim permit, but shall henceforth comply with all applicable TOD special district regulations and requirements enumerated by this chapter; provided that any application for an IPD-T project that has received council approval of its conceptual plan prior to the date of enactment shall continue to be processed under and be subject to this Section 21-9.100-5 and the applicable use and development standards approved under the conceptual plan.

(b) [Standards for r] Review Criteria.



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- (1) Significant flexibility and the possibility of increased development potential are being made available to eligible IPD-T projects. The degree of flexibility must be commensurate with the contributions that these projects can provide towards the enhancement of highly effective transit-enhanced neighborhoods, particularly as these contributions relate to the success of TOD. The highest degree of flexibility may be authorized by this permit for those projects which demonstrate:
- (A) The ability to contribute positively to the economic enhancement of the affected area, particularly with the regard to providing a broad mix of uses and diverse employment opportunities;
  - (B) The provision of measures or facilities, or both, to promote a highly functioning, safe, interconnected, multi-modal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale;
  - (C) The provision of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, or parks; and
  - (D) An appropriate mix of housing and unit types, including a range of affordable and market rate housing, particularly affordable or rental housing, or both, or public housing projects; with qualifying affordable housing meeting the requirements of Section 21-9.100-5(e). Preference is given to affordable housing constructed onsite, and for affordable rental housing. ~~[being located on the project site or within one-half mile of the same identified HRTTP transit station, or within one mile of an identified HRTTP transit station for public housing projects, subject to requirements set forth below. For purposes of this section, "affordable housing" shall mean housing that is affordable to households with incomes not exceeding 120 percent of the area median income for Oahu. Off-site affordable housing is only allowed subject to the following requirements:~~
    - ~~(i) At least 50 percent of the total affordable housing requirement for the project, as satisfied pursuant to rules adopted by the department in accordance with HRS Chapter 91 (the "department's affordable housing rules"), must be within the project site;~~



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~~(ii) Up to 50 percent of the total affordable housing requirement for the project, as satisfied pursuant to the department's affordable housing rules, may be provided on lands that are within one-half mile of an identified HRTTP transit station, if:~~

~~(aa) The units are rental (as opposed to for-sale) housing;~~

~~(bb) The rentals meet the affordable housing guidelines for households with incomes not exceeding 60 percent of the "area median income" as defined in the department's affordable housing rules; and~~

~~(cc) The rentals remain affordable for a period of not less than sixty (60) years; and~~

~~(iii) Up to 35 percent of the total affordable housing requirement for the project, as satisfied pursuant to the department's affordable housing rules, may be provided on lands within one-half mile of an identified HRTTP transit station, if:~~

~~(aa) The units are rental housing;~~

~~(bb) The rentals meet the affordable housing guidelines for households with incomes not exceeding 80 percent of the "area median income" as defined in the department's affordable housing rules; and~~

~~(cc) The rentals remain affordable for a period of not less than twenty (20) years.~~

~~If the department's affordable housing rules establish separate factors for determining the satisfaction of affordable housing requirements for transit-oriented developments, then satisfaction of the above percentages will be based on those factors.]~~

The IPD-T option offers developers opportunities to increase development potential, provided the project demonstrates and provides community benefits and equitable contributions that benefit the general public, the transit system, and TOD [are demonstrated].



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- (2) Unless otherwise specified in Section 21-9.100-5, IPD-T projects shall be generally consistent with:
- (A) The approved neighborhood TOD plan for the affected area; or
  - (C) If the neighborhood TOD plan has not yet been approved, the draft neighborhood TOD plan. ~~[As used in this section, "draft neighborhood TOD plan" means the most current version of the plan then under consideration by the department or the council commencing with the first public review draft released by the director to the community for review and comment.]~~
- (c) Use Regulations.
- (1) Permitted uses and structures for all zoning districts other than the BMX-4 central business mixed use district may be any of those uses permitted in the ~~[BMX-4 central]~~ BMX-3 community business mixed use district; except that hotels are not permitted on any zoning lot ~~[in an apartment, apartment mixed use, industrial, or industrial commercial mixed use district,]~~ unless it is otherwise in compliance with the standards enumerated by Section 21-5.360 or on a lot within the Convention Center Subdistrict of the Ala Moana neighborhood TOD plan ~~[(b) (provided that this subdivision does not preclude hotels in the I-2 intensive industrial district and the IMX-4 industrial commercial mixed use district from qualifying as conditional use under Section 21-5.30(a))]; and~~
  - (2) Ground floors and pedestrian-accessible spaces should be utilized to the extent feasible for active uses, such as, but not necessarily limited to outdoor dining, retail, gathering places, and pedestrian-oriented commercial activity. These spaces should also provide public accommodations such as, but not necessarily limited to, benches and publicly accessible seating, shaded areas through either trees or built structures, publicly accessible restrooms, trash and recycling receptacles, facilities for recharging electronic devices, publicly accessible telecommunications facilities, and Wi-Fi service.
- (d) Site Development and Design Standards. The standards set forth by this subsection are general requirements for IPD-T projects. When, in the paragraphs below, the standards are stated to be subject to modification or reduction, such modification or reduction shall be for the purpose of accomplishing a project design consistent with the goals and objectives of Section 21-9.100-4 and this subsection. Also, pursuant to Section 21-9.100-5(b),



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the modification or reduction in the following standard shall be commensurate with the contributions and community benefits provided in the project plan, and the project shall be generally consistent with the draft or approved neighborhood TOD plan for the area, unless otherwise specified below.

(1) Density.

- (A) The maximum floor area ratio (FAR) may be up to twice that allowed by the underlying zoning district or 7.5, whichever is lower; provided that where a draft or approved neighborhood TOD plan identifies greater density for the site, a project on that site ~~[shall be consistent with]~~ may seek the specified density contained in the plan [and may be considered for that density];
- (B) For public housing projects as defined in Sec. 21-9.100-5, the FAR cannot exceed 7.5; provided that if the maximum FAR under the draft or approved neighborhood TOD plan is greater than 7.5, then the draft or approved TOD FAR shall prevail; and
- (C) For lots in the B-2, BMX-3, BMX-4, and IMX-1 districts, the maximum increase shall apply in addition to any eligible density bonuses for the underlying zoning district; that is, the ~~[increase shall apply to the zoning lot plus any applicable floor area bonuses]~~ FAR may be doubled after any FAR bonuses for public open space or arcade space are added to the base FAR.

(2) Height.

- (A) For project sites where there is no draft neighborhood TOD plan, the maximum building height may be up to twice that allowed by the underlying zoning district, or 450 feet, whichever is lower; and
- (B) Where there is a draft or approved neighborhood TOD plan, the maximum height shall not exceed the maximum height specified in the plan, provided that where existing height limits exceed those in the plans, the existing height limit shall prevail.
- (C) For public housing projects as defined Sec. 21-9.100-5, the maximum building height may be up to 400 feet unless the maximum height specified in the draft or approved neighborhood TOD plan is higher, in which case the maximum height in the TOD plan shall prevail.



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- (3) Transitional height and/or street setbacks may be modified where adjacent uses and street character will not be adversely affected.
- (4) Yards must be as specified by the approved conceptual project plan, provided that building placement will not cause adverse noise, privacy and/or wind effects to adjacent uses, and street character will not be adversely affected.
- (5) Open Space.
  - (A) Project open space shall be as specified in the approved conceptual project plan, with a preference for publicly accessible highly usable parks and gathering spaces rather than buffering or unusable landscaped areas.
  - (B) Where appropriate, usable open space may be:
    - (i) Transferred to another accessible site within the vicinity of the project that shall be utilized as public park, plaza or gathering place for the affected community; or
    - (ii) Provided in the form of connection or improvements, or both, to nearby open spaces, pedestrian ways or trails, such as, but not necessarily limited to streetscape and intersection improvements, pedestrian walkways or bridges, arcades, or promenades;or both.
  - (C) Where public open space is being used to achieve density bonuses, required yards may be included in the calculation and the landscaping requirement will be reduced to 20 percent of the total area.
- (6) Landscaping and screening standards shall be as specified in the approved conceptual project plan and project landscaping shall include adjacent rights-of-way. Streetscape landscaping, including street trees or planting strips, or both, should be provided near the edge of the street, rather than adjacent to the building, unless infeasible.
- (7) Parking and loading standards shall be as follows:





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- (A) The number of parking and loading spaces provided shall be as specified in the approved conceptual project plan;
  - (B) Service areas and loading spaces shall be located at the side or rear of the site, unless the size and configuration of the lot renders this infeasible;
  - (C) Vehicular access must be provided from an existing access or driveway, or from a secondary street whenever possible and placed in the location least likely to impede pedestrian circulation; and
  - (D) The provision of car-sharing programs and vehicle charging stations is encouraged.
- (8) Bicycle parking shall be accommodated on the project site, subject to the following:
- (A) The number of bicycle parking spaces provided shall be as specified in the approved conceptual project plan;
  - (B) Long-term bicycle parking shall be provided for residents of on-site dwelling units in the form of enclosed bicycle lockers or easily accessible, secure and covered bicycled storage;
  - (C) Bicycle parking within enclosed parking structures shall be located as close as is feasible to an entrance of the facility so that it is visible from the street or sidewalk. The provision of the fenced and gated area for secure bicycle parking within the structure is encouraged;
  - (D) Each bicycle parking space shall be a minimum of ~~[45]~~ 24 inches in width and six feet in length, with at least five feet of clearance between bicycle and vehicle parking spaces. Each bicycle must be easily reached and movable without moving another bicycle; and
  - (E) The provision of space for bicycle-sharing stations is encouraged either on the exterior of the building or within a parking structure, provided the area is visible and accessible from the street.
- (9) Signs.



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- ~~[(A) Sign standards and requirements shall be as specified in the approved conceptual project plan. The sign standards and requirements may deviate from the strict sign regulations of this chapter, provided the flexibility is used to achieve good design, compatibility, creativity, consistency, and continuity in the utilization of signs on a pedestrian scale;~~
- ~~(B)] All projects shall include appropriate measures to accommodate TOD-related way-finding signage, which shall be considered "public signs" for purposes of Article 7[; and].~~
- ~~[(C) Where signage is not otherwise specified by the approved conceptual plan for the project, the project signage shall comply with the underlying sign regulation of this chapter.]~~

(e) Community Benefits.

- (1) Where affordable housing is provided as a community benefit, it must meet the following minimum qualifications:
- (A) For purposes of this section, "affordable housing" means housing that is affordable to households with incomes not exceeding a specified percent of the area median income for Oahu.
- (B) To qualify for any height or density bonuses that exceed the underlying zoning district, the Applicant shall provide a minimum percentage of the total residential units as deed-restricted affordable housing units, subject to the requirements set forth below and in accordance with the department's Affordable Housing Rules for IPD-T Permits:
- (i) Where the minimum affordable housing requirement is satisfied by producing on-site, for-sale units, 20 percent of the total units must be provided as affordable housing units. Of that quantity, one-half must be provided at or below the 100 percent area median income level and the other half must be provided at or below the 120 percent area median income.
- (ii) Where the minimum affordable housing requirement is satisfied by producing off-site, for-sale units, dwelling units



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equaling 25 percent of the total project units must be provided as affordable housing units. Of that quantity, one-half must be provided at or below the 100 percent area median income level, and the other half must be provided at or below the 120 percent area median income.

(iii) Where the minimum affordable housing requirement is satisfied by producing on- or off-site rental units, dwelling units equaling 15 percent of the total project units must be provided as affordable rental housing units at or below the 80 percent area median income level.

(C) Notwithstanding the above, an Applicant may provide a cash contribution ("in-lieu fee") to be paid to the City. The in-lieu fee will be based on the cost to mitigate the impacts to the affordable housing market created by market-rate and luxury residential development, and will be \$45 per square-foot of residential floor area in the project, provided,

(i) The in-lieu fee will be updated annually, per the Consumer Price Index, with 2014 as the base year, to reflect current construction costs; and

(ii) The in-lieu fee must be paid prior to the issuance of a building permit for the superstructure, and deposited into a fund and used for the construction and development costs of affordable rental units or supportive infrastructure within the applicable neighborhood TOD plan area from the proposed principal project.

(D) Affordable housing must be located on the project site or within the applicable neighborhood TOD plan area.

(E) The minimum period of affordability for both rental and for sale units is thirty years.

(F) The department may require a housing agreement that includes, but is not limited to, delivery timetables, types of units, marketing strategies, and resale requirements.



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- (2) Where open space is provided as a community benefit above and beyond any open space required for density bonuses, it must meet the following minimum qualifications:
- (A) The area dedicated to open space must be at least 2,000 contiguous square-feet, or an area equal to at least five percent of the maximum permitted floor area on the lot, not including floor area bonuses being sought, whichever is greater.
  - (B) The land dedicated to open space may include required yards, provided all open space has a minimum average width and depth of 20 feet and a slope no greater than 10 percent across the open space.
  - (C) Quality open space will involve publicly accessible, highly usable parks and gathering spaces. These spaces should be pedestrian-oriented and provide public accommodations such as, but not necessarily limited to, benches and seating, shaded areas, restrooms, drinking fountains, water features, public art, trash and recycling receptacles, facilities for recharging electronic devices, bicycle facilities, information kiosks, performance areas, or other similar amenities. Open space shall be surfaced with a combination of trees, landscaped groundcover, and hardscape materials.
  - (D) The open space may be provided on-site, off-site within the applicable neighborhood TOD plan area, or through a combination of both.
- (3) Where streetscape improvements are provided as a community benefit, the improvements must be in compliance with the Honolulu Complete Streets Design Manual and must be in addition to the improvements that would ordinarily be required to support the proposed project or mitigate the traffic- and pedestrian-related impacts of the project.
- (4) In addition to the above, community benefits specific to the project site shall be provided to mitigate the impacts of the project and increase the ability of the project to meet the Review Criteria of Section 21-9.100-5(b), including contributions for the construction or maintenance of rail transit stations.
- (f) Application Requirements. An application for approval of an IPD-T project shall contain:



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- (1) A project name;
- (2) A location map showing the project in relation to the future rail station area and surrounding area;
- (3) A site plan showing property lines, the locations of building and the other major structures, building access and activity zones, the proposed open space and landscaping system, access and circulation for vehicles, bicycles, and pedestrians, bus or trolley stops, and other major activities;
- (4) A narrative description of the overall development and urban design concept; the general mix of uses; the basic form and number of structures; the relationship of buildings to each other and the streets, and how that is used to create active public space; the estimated number of proposed public and private dwelling or lodging units, affordability restrictions to be observed, and the proposed mix of housing types; general building height and density; how the project achieves and positively contributes to TOD and transit-enhanced neighborhoods; proposed public amenities and community benefits; the planned development of usable, publicly accessible spaces, accommodations and landscaping; how the project supports walking, bicycling and active living; proposals to enhance multimodal circulation and access; proposed off-street parking and loading; and possible impacts on security, public health and safety infrastructure and public utilities;
- (5) An open space plan, showing the reservation of land for public, semi-public, and private open space, including parks, plazas, and playgrounds, an integrated circulation system indicating proposed movement of vehicles, goods, pedestrians, and bicyclists with both the project area and adjacent areas, including streets and driveways, sidewalks and pedestrian ways, bicycle lanes, bicycle tracks, and multi-use paths, off-street parking, loading areas;
- (6) A narrative explanation of the project's architectural and urban design relating the various design elements to support pedestrian- and transit-oriented development, and a discussion of any impacts to any cultural or historic resources, as well as any public view protected by law or ordinance;
- (7) Details of the project, including proposed floor area, open space, open space bonuses, and maximum FAR;



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- (8) A parking and loading management plan or transportation demand management plan, or both;
- (9) A wind and shadow study to analyze the effects of mid-rise and high-rise structures, particularly anticipated effects at the ground level. Where adverse effects are anticipated, mitigative measures shall be included in the proposal; and
- (10) Any other information deemed necessary by the director to ascertain whether the project meets the requirements of this section.

~~[(f)]~~(g) Procedures. Applications for approval of IPD-T projects shall be processed in accordance with Section 21-2.110-2. Fees shall be as enumerated for Planned Development application in Section 6-41.1(a)(19), provided that the fee shall be waived for public housing projects.

~~[(g)]~~(h) Conceptual Plan for a Project. No project shall be eligible for IPD-T status unless the council has first approved a conceptual plan for the project. The approved conceptual plan must set forth the allowable uses and the site development and design standards for density, height, transitional height and/or street setbacks, yards, open space, landscaping and screening, parking and loading, bicycle parking, and signs, if the uses and standards depart from the uses and standards applicable in the underlying zoning district. If uses and standards are not otherwise specified, the uses and standards applicable to the underlying zoning district apply.

~~[(h)]~~(i) Guidelines for Review and Approval of the Conceptual Plan for a Project. Prior to or concurrently with its approval of a conceptual plan for an IPD-T project, the council shall find that the project concept, as a unified plan, is in the general interest of the public, and that:

- (1) Requested project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objective of TOD and the provisions enumerated in Section 21-9.100-4 and Sec.21-9.100-5 while in effect; and
- (2) Requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.

~~[(i)]~~(j) Deadline for Obtaining Building Permit for Project.



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- (1) A council resolution of approval for a conceptual plan for an IPD-T project shall establish a deadline within which the building permit for the project shall be obtained. For multiphase projects, deadlines must be established for obtaining building permits for each phase of the project. The resolution shall provide that the failure to obtain any building permit within the prescribed period shall render null and void the council's approval of the conceptual plan and all approvals issued thereunder; provided that in multiphase projects, any prior phase that has complied with the deadline applicable to that phase shall not be affected. The reordering of phases is permitted with the director's approval as long as the overall completion deadline for multiphase projects has not passed. A revocation of a building permit pursuant to Section 18-5.4 after the deadline shall be deemed a failure to comply the deadline.
- (2) The resolution shall further provide that a deadline may be extended as follows:
  - (A) The director may extend the deadline if the applicant demonstrates good cause, but the deadline shall not be extended beyond one year from the initial deadline without the approval of the council, which may grant or deny the approval in its complete discretion.
  - (B) If the applicant requests an extension beyond one year from the initial deadline and the director finds that the applicant has demonstrated good cause for the extension, the director shall prepare and submit to the council a report on the proposed extension, which report shall include the director's finding and recommendations thereon and a proposed resolution approving the extension.
  - (C) The council may approve the proposed extension or any extension for a shorter or longer period, or deny the proposed extension, by resolution.
  - (D) If the council fails to take final action on the proposed extension within the first to occur of (i) 60 days after the receipt of the director's report or (ii) the applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.



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- (3) For public housing projects, the council resolution for approval of a conceptual plan for an IPD-T project shall include a five-year deadline within which the building permit for the first phase of the project shall be obtained. Any extensions beyond this deadline, including extensions for subsequent phases, will be subject to council approval pursuant to the procedures in subdivision (2).
  - (4) The director shall notify the council in writing of any extensions granted by the director that do not require council approval.
- ~~(j)~~(k) Further Processing by Director. If the council approves the conceptual plan for the IPD-T project, the application, as approved in concept by the council, shall continue to be processed by the director as provided under Section 21-2.110-2. Additional documentation may be required by the director as necessary. The following criteria shall be used by the director to review applications:
- (1) The project shall conform to the approved conceptual plan and any conditions established by the council in its resolution of approval. Any change to the conceptual plan will require a new application and approval by the council. The director may approve changes to the project that do not significantly alter the size or nature of the project, if the changes remain in conformance with the conceptual plan and any conditions established by the council. Any increase in the height or density of the project will be considered a significant alteration and a change to the conceptual plan;
  - (2) The project also shall implement the objectives, guidelines, and standards of Section 21-9.100-4 and this section;
  - (3) The project shall contribute significantly to the overall desired urban design of TOD areas;
  - (4) The project shall demonstrate a pedestrian system, publicly accessible spaces and accommodations, landscaping and other amenities which shall be integrated into the overall design of the project, and shall enhance the pedestrian experience between the project and surrounding TOD areas;
  - (5) The project shall involve a broad mix of uses or other characteristics, or both, which support the economic development and vitality of the affected TOD enhanced neighborhood; or include an appropriate mix of housing types, particularly affordable housing and rental housing, or both; and





**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

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- (6) The parking management plan or transportation demand management plan shall support transit ridership and alternative modes of travel and minimize impacts upon public streets where possible."

SECTION 3. Ordinance material to be repealed is bracketed. New material is underscored. When revising, compiling, or printing this ordinance for inclusion in the ROH, the reviser of ordinances need not include the brackets, the bracketed material, or the underscoring.



CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE \_\_\_\_\_  
BILL 15 (2017)

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SECTION 4. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Jan Menn (br)

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DATE OF INTRODUCTION:

**FEB - 8 2017**

\_\_\_\_\_  
Honolulu, Hawaii

\_\_\_\_\_  
Councilmembers

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Deputy Corporation Counsel

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_.

\_\_\_\_\_  
Kirk Caldwell, Mayor  
City and County of Honolulu